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SUPPLEMENT TO
REPORT:

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

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1. The production of PE-2 aircraft was stopped in about 1945 and a rather serious shortage of spare parts for this aircraft became noticeable in '1948. [redacted]
[redacted] At that time the PE-2 was about to be replaced by the IL-28; this would, of course, obviate the need for a supply of PE-2 spare parts. The PE-2 spare parts most frequently in short supply were: metal tubing for water, gas, and oil lines; rubber couplings; small expendable items such as nuts, bolts, cotter pins, wire, etc.; assemblies, such as gasoline pumps, generators and radio equipment. Since spare parts from abandoned aircraft were usually available, there were rarely any delays of more than two or three days.
2. Twenty-nine of the forty aircraft [redacted] were supposed to be kept in a ready-to-fly condition, but there were never more than 23 or 24 aircraft in this condition at any given time.
3. General maintenance work is done at squadron level and specialized work is performed in one of the PARMS (Peredvizhnaya Avio Remontnaya Masterskaya Mobile Aviation Repair Shop). PARMS are assigned to regiments, divisions and armies in the following manner:

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CLASSIFICATION SECRET/SECURITY INFORMATION

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|----------|---|----------|---|---|------|
| Regiment | - | PARM #1 | - | Airframe repairs | 50X1 |
| Division | - | PARM #4 | - | Painting, replacement of tubing, small repairs on radios and electrical equipment | |
| Army | - | PARM #11 | - | Major overhaul of all components including engines | |

[redacted] 50X1

Once or twice a year every plane in the regiment is inspected by a team consisting of the Regimental Senior Engineer, the Regimental Armaments Engineer and the Regimental Special Electrical Equipment Engineer. There is also an inspection of every plane at the divisional level once a year. This inspection is conducted by a team consisting of the Divisional Senior Engineer, the Divisional Senior Armaments Engineer and the Divisional Special Electrical Equipment Engineer.

4. [redacted] 50X1
[redacted] PARM-11 is equipped to handle all repairs normally done by a stationary shop. 50X1

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